

# Editorial JOURNAL BOX

3/78

## EDITORIAL

I guess it must be my turn to stir again! Journals are running late again as I have not (a) caught up after my holiday, and (b) have no copy left to print. Somehow or other I seem to have reached the bottom of my pile of copy, unless there is some more hidden away in a cupboard somewhere. It seems that I have even run out of copy from the St Erics Model Railway System!!

Maurie has finished his article on the production of Journal, and it should appear in either this or the next issue. I hope that it will give you all an insight into our workings. We now have a new typist and a new pre-typist. It will not be long before we will need a new Publisher. Cedric Rolfe is going to take over until someone else comes forward - if we should be so lucky!

We must have all turned into a lethargic lot, as only three replies were received after Ivan Laszlo's article in the July/Sept issue of Journal 125. This is too few to even consider continuing with any of the three projects mentioned. Last year we only managed to produce five Journals, I wonder how many we will have this year?

Rex Little

## ON THE COVER

Ably demonstrating why they have been designated "Honorary Steamers" an X class roars the Australind Express through Victoria Park station, early in 1970.

Photo by G. R. Watson

Volume 27

Issue 128

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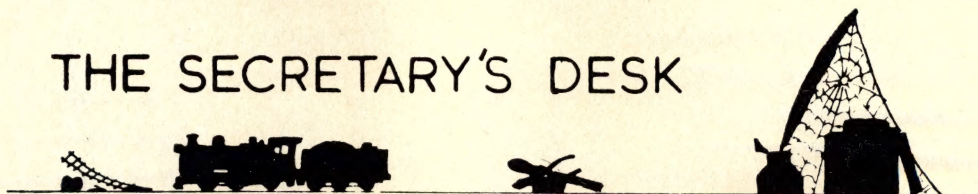
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## THE SECRETARY'S DESK



Elsewhere in this issue will be the results of the 1977 Competitions. It is a problem that the distance and the means of transporting models safely debar entries from further afield. May be we could consider having State competitions, and, have the winning entries brought along to one of the State exhibitions. There always seems to be members who travel interstate on these occasions, who could be the means of transporting the entries. Any comments?

For interest, the membership at 3/3/78 is 767.

Victoria	17	new	273	renew	3	Aux
N.S.W.	26	"	260	"	4	"
Q'land	7	"	52	"	-	"
W.A.	25	"	68	"	2	"
S.A. & N.T.	2	"	10	"	-	"
Tasmania	-	"	2	"	-	"
A.C.T.	1	"	6	"	-	"
Overseas	-	"	7	"	-	"

These figures always rise from the March period into the 800s by the 31st August.

Now when one looks back through several years of Journal, one only sees a very small percentage of members names appearing in print, in one category or other. One thing we must bear in mind, is that Journal is an ASSOCIATION magazine for the benefit of members only. We are not in competition with any other magazine, large or small and exist for the sole purpose of spreading information on what we are all doing, our problems and our wants. The C.O.M. and the Editor can in no way do this on their own, as we all know, one man's gravy is someone else's poison, and there are

those who have no interest what so ever in any facet of the hobby, but their own. This, I find strange, because we can always learn some new 'trick' from someone else, regardless of scale.

Many moons ago when Journal was a duplicated magazine, this meant a heck of a lot of work for a dedicated few, and so to relieve this load, commercial production came into being. This also gave us the advantage of concession postage, which I think is around 5 cents a copy against 30 to 40 cents normal postage.

Unfortunately, printing costs plus everything else have shot up in recent years, and we do have to take steps to ease the cost burden before we go broke.

Practical suggestions would be welcome, not any that will throw all the work back on a few, or lose the postal concession. Australia Post have some very strong rules on this matter.

One thing that must be borne in mind, is that all these committee jobs are honorary and generally we only took them on in a pinch, not to be a life long job. We all have to work for a living, take holidays, or get sick, or get involved in other matters, so that A.M.R.A. matters do get a back seat (I am typing this whilst on holidays), hence the delays at times.

It has been suggested that this could be overcome by having a standby, this only gives me a 'horse' laugh. In nine years as Secretary, we have never received sufficient nominations for a full committee, let alone any reserves.



This may sound a bit of a gripe, but in the circumstances, it could be normal reaction after receiving a "Why don't you ????" type of letter.

Another interesting thing occurs, some one will come along and in the course of conversation, will say, I hear A.M.R.A. is going to do so and so, or may be not going to do something. Where in the name of tarnation do these tales originate, I have not a clue. If in doubt about anything regarding the Association, "contact the Butcher, not the block".

The State exhibitions generally do a lot for the Association and the Hobby. The paying public do realise that is is not a matter of playing with toy trains, but is really the product of various skills and a lot of creative imagination. Members, where ever possible, should give whatever

support they can to the organisers, and not just turn up at the exhibition and expect to get in free because they are financial members (this happens in Sydney). These are the times to have a good look at other peoples' work and ideas, and to meet people who have travelled some distance for the same purpose. Quite a few interstate members do this, to see what is new, and to renew old acquaintances. Yet we have those who criticise write ups in Journal, forgetful of the fact that a lot of members do have the opportunity of attending these affairs. I believe that some members would like more detailed information of the exhibitions but, as has been said many times before, you just can't please them all.

Norm Read  
Federal Secretary

## POSITIONS VACANT

### FEDERAL REGISTRAR

See note in secretary's desk.

### PUBLISHER FOR "JOURNAL"

No experience necessary — full instructions and crash course available. Preferably, publisher should reside in Melbourne suburbs.

### ADVERTISING MANAGER FOR "JOURNAL"

Position involves the collection of advertising copy from advertisers on behalf of publisher, and the handling of advertising accounts.

The above positions can be filled by any members, other than juniors. This is an opportunity for all of those members, especially the younger ones, who have ideas about the Journal to

## BE IN IT

Applications to the Federal Secretary or "Journal" Editor.

## "Honor Roll"

### HONORARY LIFE MEMBERS.

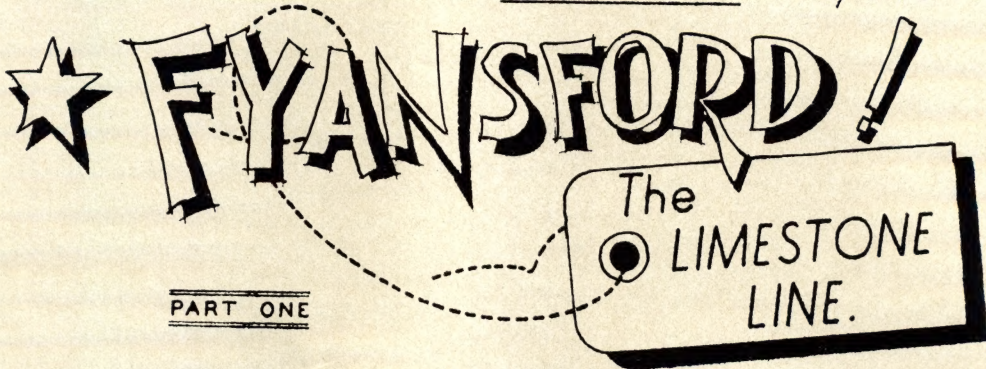
Tim Dunlop	Cedric Rolfe
Margaret Dunlop	Faith Dean
Alan Wilson	Ernie Dean
Rick Richardson	Norm Read
Arthur Harrold	Rex Little
Jack Treseder	Maurie McKinnon

### MERITORIOUS AWARDS

Ivo Bunker	Arthur Robinson
Bob Gorrell	Bruce Lovett
Alan Dowel	Eric Doherty
Stephen Suggitt	June Larmour
Rex Little	Fyfe Thorpe
Norm Read	Eric Lyon
Jack Treseder	John Skilton
Mal Baker	Keith Robinson
John Sneddon	Dot Treseder
John Dunn	Tony Gray
Graham Larmour	Jim Christie
Ken Down	Jack Parker
David Ellis	Rup Ackland



# Prototype for a DIFFERENT layout —



BY CLAUDE M. HENDERSON.

Reprint from A.M.R.A. Journal No 20 - May 1956

One of the most formidable hurdles that confronts the average model rail-roader generally appears early in his career as a miniature railway engineer. At a stage when he is least prepared to make an important and, if wrong, costly decision, he must decide what actual form or type of railway his proposed layout is to follow. A number of variables, apart from the space aspect, affect the final choice of the layout scheme, whether the eventual model follows a full size prototype or is free lance. A recent "Model Rail-roader" article in dealing with the subject of layouts for a limited space, gave amongst others, details of a plan for an imaginary standard gauge line serving a stone quarry.

The Australian Cement Co. at Fyansford, on the outskirts of the suburb of West Geelong, Victoria, have just such a layout to serve their limestone quarry, and, in the daily process of transporting the enormous quantities of limestone required, have built up a completely self-contained but none the less fully fledged railway system in 3'6" gauge. The author has had the pleasure of studying this system closely on several occasions and it is obvious

to even the casual observer that the railway as it exists is a ready made prototype for those interested in industrial railway modelling. Because of its short main line it lends itself to an almost "as is" reproduction in model form. By merely bending the main stem back on itself, in the shape of a U, those workers with limited space could condense this scheme into about the smallest sensible point to point system it would be possible to construct.

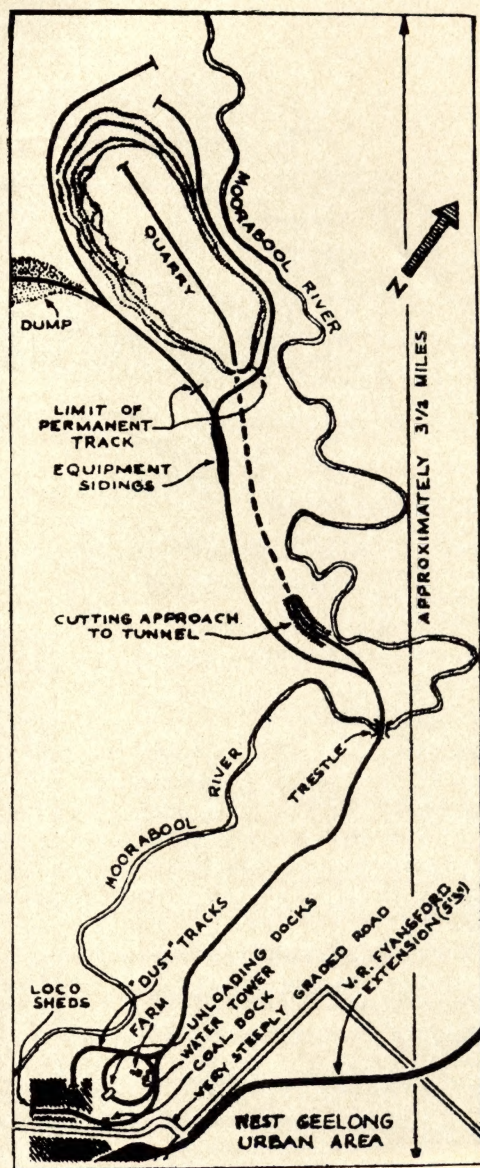
The map reproduced overleaf shows the cement works situated on the outskirts of the urban area with rail access to the quarry proper by a three mile line through gently undulating country. On the average scale model railway, it is usually and unfortunately necessary to include overlong tunnels in developing a suitable track plan for a small space, but on the road under discussion, something approaching one third of the main line is in actual fact contained in a bore in the living rock. The track emerges from the lower end of this tunnel and, until comparatively recent times, immediately fanned out into an extensive "marshalling yard".

Branching from the main line several hundred yards in advance of the upper end of the tunnel, a balloon loop with passing sidings circles the rim of the



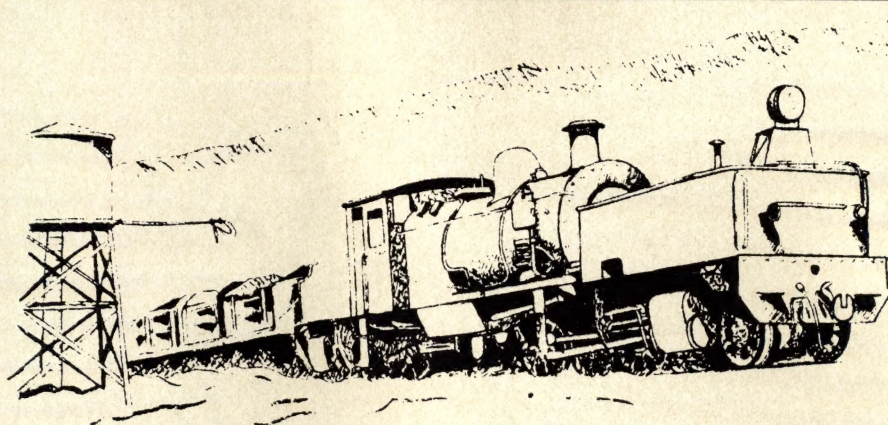
quarry. The main line and the extensive rail installations at the works end is well ballasted and maintained, and is complete with automatic colour light signals. Rail used generally throughout the permanent track is 60 lb, but lighter rail prefabricated into approximately twenty foot lengths was used in profusion for temporary trackwork. Point work of a similarly prefabricated construction made track rearrangements a simple matter, particularly as the previously mentioned upper level was laid directly on the ground following, not only the abrupt undulations of the freshly bared soil, but also continually being moved away from the ever advancing quarry lip. The astonishing gyrations of an 0-4-2 saddle tank hauling a string of empty four wheeled overburden or "dust" cars on this track had to be seen to be believed, although loco drivers appeared blandly unconcerned at the behaviour of their charges.

Let's slimb into the cab of a loco preparing to ascend from the quarry floor en route to the three mile distant cement works. Our train consists of a Beyer Peacock 2-6-0 + 0-6-2 Garrett and half a dozen loaded six wheel, all steel dump cars containing huge lumps of almost pure white limestone. Accepted procedure seems to be for the drivers to open the throttle and take a run at the black "rat hole" in the white wall of the quarry which marks the beginning of the tunnel. The reason for this is that the 1 in 30 grade in the 4,376 foot bore commences immediately inside the rock portal, and the track for some considerable distance is constantly washed by water cascading from the natural rock roof. To add to the operating difficulties a 10-15 degree curve occurs for some unknown reason roughly half way through the tunnel. On receiving a green aspect, the loaded train, headlight generator whining and with barking exhaust, thunders into the tunnel at something like 25 m.p.h., but despite the liberal use of



sand, the inertia of the load soon cuts speed to a crawl and occasionally trains stall completely and must back down for a second try. Through long association with the work, the drivers have become skilfully blasé at handling trains in these difficult conditions, and seem more or less immune to the discomforts of the trip, although the writer admits to considerable misgivings as the loco





struggled in the smoky darkness. Engines always work bunker first up the grade in an attempt to keep smoke behind the cab, for despite the installation of a huge ventilating shaft and fan mid-way through the bore, the atmosphere produced by a hard working loco is uncomfortably thick, to put it mildly.

Emerging into daylight we pass the junction with the upper overburden branch protected by a watchman, complete with Yankee type shanty, and run out onto a high wooden trestle over the Moorabool River. It is of interest that at this point the river flows so close to the quarry lip that its bank on the quarry side has been concreted for a considerable distance to prevent seepage into the workings. (On one memorable occasion, the river overflowed into the quarry, filling it completely and tying up all operations until pumping had cleared the resulting 150 feet deep lake.) From here on it is comparatively level going, though the track is laid in a series of gentle curves following the contours of the low hills. Passing loops are protected by colour light signals which are thoughtfully fitted with steel shutters closing over the lenses. These guard against the attentions of frustrated weekend shooting parties, for normally the line is not in use on Saturdays or Sundays and the bullet pocked shields are mute evidence of the wisdom

of the management in this respect.

The approach to the works is around a sweeping left hand curve, cut in the side of the bill, at the end of which is situated a modern steel loco water tank. Immediately past the tank the main branches, with the right hand track curving continuously away in a perfect circle of track which returns and unites with the main line just forward of the water tank. A 'Y' is formed by a cut off track across the two legs of the triangle thus formed (see map). This circle is of fairly tight radius and in point of fact one A.S.G. on the road has derailed on this curve on several occasions, much to the disgust of the re-railing gang. I might mention here that operations on the line are carried out with considerably more latitude than on a conventional passenger carrying road. As an example of this, the author witnessed from the footplate a very near miss when a train of empties almost collided with a second empty train. This latter should by rights have been in the quarry at the time, but was proceeding cautiously in reverse back to the works sandwiched in between its normal train and the cars of yet a third engine which had split a switch at a passing loop farther along the line. On the afternoon in question, the signalling system was out of order, and operations were being conducted on "smoke signals". Much en-



thusiastic whistling by the reversing loco drew the attention of the driver of the last train (who was presumably admiring the scenery) that another train was also occupying his section, necessitating a hasty and none too soon brake application on his part. It is normal practice, due to fairly long standing periods, for drivers to do their own firing, although a switchman frequently rides with the train and occasionally fires. On a Melbourne Cup day some years ago, I joined a group of these happy go lucky railroaders clustered around a portable radio to hear "the Cup", while no less than four engines sizzled quietly to themselves as they stood unattended at the 'Y'. Our broadcast was punctuated by the sighing of Westinghouse pumps and the gentle hiss of escaping steam.

The left hand branch of the main bears gently right round a long sweeping curve and enters the works proper, passing underneath an overhead coal stage and hopper. The road to Geelong climbs steeply past the works and is some 15 to 30 feet above the tracks at this point. Coal delivered by the

Victorian Government Railways to a broad gauge siding on top of a hill about 200 feet above the disconnected Fyansford system, is grab loaded into road vehicles which then coast down this hill, and back directly onto the timber decking of the coal stage to dump their loads into the hopper. From this point the track runs between various plant buildings and through a two track running shed and terminates in a small two track erecting shop. Both shed and shop are always kept in clean and orderly fashion, with inspection pit walls freshly lime washed, live steam from locos being daily utilised to clean down both the locomotives and the shed floors.

This completes a brief survey of the main line and in Part 2 we propose to give details of the locomotive shed, rolling stock, and a general description of past and present methods of loading, unloading, and working of trains. Part 3 will then be devoted to practical suggestions for incorporating the information contained in the foregoing notes into a working model layout.

### SHOP SPY

Plastic kits of automotive vehicles as made by a Melbourne firm and marketed under the name of KIT-O-RAMA, were available from Coles Stores in Melbourne recently at 20 cents a pack. Each pack contained the parts for three vehicles, all parts being self coloured and finely detailed with very little flash. The vehicles of most interest would be - 'E' type Jaguar, speed boat and trailer, tow truck, fork lift with load (all being made to a scale of 1:90) XP Ford Falcon - scale 1:80, semi trailer - scale 1:125. Incidentally, the detail of the contents, including the scale in which they are modelled, are printed on the back of each pack. An excellent buy, even at double the price!

## N-K HOBBIES

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# HEY PRESTO —

By Maurie McKinnon

# A JOURNAL

One of the great advantages of belonging to any specialist organisation, especially one in the technical field such as model railways, is the fact that there are usually members who can help with advice on how to overcome one's problems, regardless of how insoluble these problems may seem. This is true of A.M.R.A., as I have found to my delight during the last twenty or so years of membership. It has been a never ending joy to see members go out of their way to share their experiences and knowledge with all and sundry in many cases, even before a cry for help is heard from someone in trouble with a model railway problem.

However, over the years there is one subject which has come up much more frequently than any other, and that is the subject of A.M.R.A. publications. This has included, from time to time, 'Journal', the Buyers Guide (a roneoed newsletter published monthly, but discontinued some fifteen years ago), A.M.R.A. Standards and the "Beginners' Guide". Of latter years, most of this discussion has centered around the Journal. Such discussion of the Associations' main publication shows a healthy interest on the part of our members and is to be encouraged - and applauded also - providing such discussion and criticism is constructive. One basic requisite for any constructive criticism is a sound knowledge of the subject under criticism. Unfortunately, quite a few critics of Journal obviously do not know their subject, which is not at all surprising, as the subjects of publishing and printing are quite technical ones. To help these Journal critics, past, present and future, to get to know their subject, I would like to set out, briefly, an outline of the processes involved in getting an issue of Journal into the post.

At the risk of being accused of stating the obvious, let me point out that the first step in the process of producing an issue of Journal is the writing of articles etc., suitable for inclusion in a model railway magazine. An adequate supply of such material should be forthcoming from the members, but, much to the chagrin of the Editor, far too often it is in short supply. As a result, the Editor has to start the ball rolling as a 'reporter', as it were by either -

- 1 coercing a member to write some copy,
- 2 write some copy himself,
- 3 finding some 'reprint' material.

So let us start again - after reading the copy submitted for publication and correcting any necessary grammatical or spelling errors, the Editor has to decide if the article needs to be broken up into two or more instalments, and what drawings and/or photographs need to accompany the article. If the contributor has submitted photographs suitable for publication, these are simply set aside for future action. In the event that the Editor has to find photographs, he has to go the rounds of his usual sources of photographs, that is those members who are likely to have photographs in their collections, or someone who may be able to take some photographs. Where drawings, as submitted with copy, are unsuitable for publications, i.e. rough sketches, etc the Editor has to arrange for them to be redrawn in a form suitable for publication. They are forwarded to the Art Editor, with a request that they be redrawn to a certain size, i.e. one or two column width, or full page as applicable, and to return them to the Editor by a specified date.

Most copy is submitted written in



long hand, so the Editor has to pass this copy to a pre-typist. The pre-typed copy is returned to the Editor, checked over, then passed on to the final typist, who retypes the copy in 'justified column width'. As a result of this second typing, all copy finishes up being typed in columns with each line the same length, namely '38 strikes' or letter spaces. This is achieved by slipping in extra spaces, or half spaces, between words as required, so that the right hand margins are all in line. The final typing is done on an electric typewriter which makes the job a little less arduous. Once the final typed copy has been returned to the Editor, 'proof read' and the typing errors corrected, the Editor passes all typed copy, photos and drawings to the 'Publisher'. All the Editor needs to do to complete his job, is to chase up the Branch Reporters so that they forward their respective Branch Reports to him for processing in time for publication.

Just in passing, the time and effort expended by the Branch Reporters in preparing up to six reports each year, and forwarding them to the Editor is not often appreciated. These reports are official records of the activities of each Branch, therefore it is most desirable that they appear in the official magazine; so, I am sure that members will appreciate that these Branch Reporters are doing more than just trying to see their names in print.

Once the copy, photographs, and drawings have arrived with the Publisher THEORETICALLY, the first task is to decide which articles, photographs, etc, are to be used to make up the issue in question. I use the term 'theoretically' because it is not often that there is ENOUGH copy for one issue, and it is a RARE occasion when there is a surplus. Each article to be used is then considered individually as to the number of pages it will fill, which photographs and artwork will be used, and where those illustrations will be placed between the text. Next, an appro-

priate space is set aside for the article heading, then the final phase of the work can commence.

Before detailing the work entailed by the 'Publisher' in preparing the Journal for printing, it would be an advantage to briefly outline the processes involved in printing the magazine. Each complete page has to be stuck on to master sheets in groups of four pages in a pre-determined sequence. These master sheets are then transferred by a photographic process to metal plates, each reproduction being reduced approximately 12½% in size in the process. The plates are then used to print the magazine, so that at the end of the printing process, the magazine takes the form of a collection of large sheets printed on both sides with four pages, i.e., eight pages per sheet. By a series of folding, collating, and cutting processes, these large printed sheets, finish up as a magazine. One requirement, using this process, is that the magazine has to be compiled in a series of eight pages. Therefore the Publisher has to work to a plan of 24, 32, or 40 pages. As the bulk postage rate is the same for a magazine of 40 pages as it is for one of 32 pages, we aim at 40 pages per issue. The printing cost difference between a 32 and 40 page issue is very small, most of the cost being involved in the preparation of the plates, and the setting up of the machinery.

Now, back to the Publisher. Sheets of paper are prepared for the paste-up, keeping in mind that the initial sheets are somewhat larger than the finished page size of Journal, to allow for the size reduction that takes place during the printing process. The typed copy is trimmed into column width strips, taking care to ensure that the trimmed strips remain in their correct sequence so that the text of the article retains its continuity. Each piece of artwork and line drawing is trimmed to the size to be used in the paste-up. Photographs have to be treated differently



to be accommodated in the printing process. Each photograph is trimmed, or masked, to the correct size, and a piece of RED paper is cut to the same size as each photograph. Incidentally, the trimming is done on a small photographer's guillotine. Armed with all the above material, and a container of millenars solution (an adhesive which dries quickly, does not stretch the paper, and allows the copy to be easily unstuck if required), the paste-up can really get under way.

Allowing the previously determined space at the top of the page for the heading which, incidentally, is usually prepared by the printers as requested, the copy is cut up into lengths to suit the spaces as required, and stuck on to the blank sheets. The artwork, in the form of drawings, etc., is stuck down into the pre-determined places between the copy, while instead of the photographs, the equivalent pieces of red paper are stuck in place on the sheets. Regular checks have to be kept on the amount of space taken up by the copy, artwork and photographs to ensure that each article uses the available space to the best advantage. Keeping in mind the amount of space allotted to advertising (which will be dealt with later) a check is made on the remaining space not already allotted to copy or advertising. This space is then filled with either small fillers or photographs, etc. The whole of the contents are then arranged in page sequence, and the page numbers are marked in the back of each page. Next, each page is ruled off at the head with a black line, the appropriate page and issue number, already typed, being stuck on above the black line.

At this time, a list is made of the articles to be included in the issue, and a Contents List is forwarded to the typist for final typing. Should any other small items of typing still be required, i.e., misspelt words, captions for photographs, etc., these are submitted to the typist at the same time.

While the paste-up is in progress, the Advertising Manager has been busy. He has prepared the accounts for the advertising published in the previous issue, and forwarded them to the advertisers concerned together with a request for copy for the issue about to be published. A deadline date has been fixed for the receipt of this copy. When it is to hand, this advertising copy is forwarded to the Publisher, so as to reach him as close as possible to the date on which the final paste-up is sent off to the printer. Of course the Advertising Manager has other duties, such as the canvassing for more advertisers, the keeping of correct accounts, etc., but they do not affect the preparation of Journal, so we will not detail them here.

Upon the receipt of the advertising copy, and the final items of typing, (contents list, etc.), these items are pasted on to the appropriate sheets, then the whole Journal is given a final physical check to make sure that all the pages are complete, without any blank spaces, all pages numbered and headed etc. The whole magazine is then pasted on to master sheets, four pages to a sheet in a pre-determined order, not just numerical order, ready for the printing process. A final check is made of all photographs to ensure that each one is clearly marked on the back with the page number and the position on each page. This is to enable the printers to match each photograph with the correct blank of red paper already on the paste-up. A list of instructions is prepared for the printer, setting out the number of copies to be printed, headings to be made up, etc. All of the master sheets are parcelled up, together with the photographs, the list of instructions, and any advertising copy which has to be typeset, and the complete parcel lodged with the local V.R. parcels office for forwarding to the printer at Korumburra.

Once this is done, the person responsible for posting the Journal is informed, and a tentative date is set as



to when the finished magazine can be expected at his local railway station. The 'Postal Officer' now has to obtain from the Federal Registrar a list of new members who have joined since the last issue of Journal was posted. At regular intervals he orders address plates (to be used in an Addressograph machine, which is akin to a charge account stamping machine) for new members. As these come to hand from the manufacturer (usually in about four weeks from the date of ordering) they are added to those in readiness to put through the machine to imprint the address on each envelope - all 850 odd of them. Where plates are not available (that list from the Federal Registrar, or those waiting to be made) the envelopes have to be addressed by hand. It is not unusual to hand address 40 envelopes, especially after a large exhibition in a capital city, when we usually gain quite a few members. Incidentally, at the beginning of each financial year, the plates of those members who have not renewed their subscription have to be taken off the mailing list by removing the plates from the file. Whenever he is notified of a change of address, the plate is also removed, and the name added to the list of new plates to be made. When this list approaches 50, new plates are ordered.

Once the printed magazine arrives at the local railway station, the Postal Officer collects them, takes them home, and stuffs them into the addressed envelopes. He usually has to get some assistance on this job, as enveloping approximately 850 magazines is no mean task, especially as he tries to get the Journal into the post as soon as possible. The envelopes are then bundled into parcels in postcode order and taken to the Post Office for bulk posting. Here random samples are weighed and the required postage calculated. Overseas mail is paid for at surface mail rate, as the bulk postage concession does not apply. Bulk postage concession only

applies to articles the same size and weight, which is why more than one Journal cannot be put in one envelope. This is not the end of the job for the Postal Officer. He still has to look after the 'undelivered mail' and try, by any means possible, to get this delivered, even when members change their address and keep their new address secret.

Ideally, by this time, the next issue of Journal should be just about 'final typed' so then the whole process is ready to go round again. However, as mentioned earlier, the Editor usually has to wait until he has enough copy on hand to fill an issue, so the sequence has to mark time until enough copy comes to hand.

The above description of the various duties involved may appear to be long winded, but is necessary to outline the duties in some detail so that members might really appreciate the amount of work that is entailed in producing each issue of Journal. Not only have the Editor and Publisher got jobs to do, the work is split over several people. Firstly, there are the contributors, then there are those members who look after the artwork, the pre-typist, the final typist, the Branch Reporters, the Advertising Manager, the Federal Registrar, and the 'Postal Officer' and his assistants. Apart from the printing and allied processes, which are done on a commercial basis, all of this work is done on a voluntary basis. The typists are paid a small remuneration which amounts to about \$1.00 per hour, so their services are almost voluntary also. Of course members are entitled to be reimbursed for out of pocket expenses, and they claim on the Federal Treasurer for such items as stamps, telephone calls, railway parcels charges, adhesive, and stationery. There are also lots of things that do not get charged for, such as, 'odd' telephone calls (especially those made during working hours), 'odd' pieces of stationery 'borrowed' from the office station-



ery cupboard, running the car on various errands, unpaid 'courier services', etc. All of these services are 'voluntary' also.

It is estimated that AT LEAST 120 HOURS of voluntary labour goes into the production of each issue of Journal. So, the next time you feel the urge to 'knock' it in any way at all, please remember those 20 members who are giving up hundreds of hours of playing trains so that the other 820 members will have something to read at their leisure. Better still, why not have a go at writing an article, even a short one, or taking a photograph, and sending your contribution to the Editor, as your

share of keeping that wheel turning on that rail!!

#### FOOTNOTE

Since writing the above article several weeks ago, work has begun on the March/April issue of 'Journal', rather late, I will admit, but the Editor was waiting for material to come to hand. Finally, in desperation, he was forced to use quite a lot of reprint material. So things do not look good for the May/June edition which should be, at this stage, with the printer. Unless the Editor uses all reprint material, he will just have to wait until he gets enough material to go to press - so what about it, members?

Maurie McKinnon

## THE SIGNAL BOX

129 BELL STREET, COBURG 3058

(03) 354 8519

M.R.C. KITS (NSW Outline)

MECHANOTEHNICA STEAM & DIESEL LOCOS

P.M.H. BOGIES (All styles)

PROTYPE METAL KITS

BL MODELS KITS (S.A.R.)

KADEE "N" GAUGE (Rapido couplers)

LINING TAPE — red, yellow, black, white, silver & gold.

TRACK by WRENN, LIMA, SHINDHARA, JOUEF, GRAFAR.

MECHANOTEHNICA 628 ALCO DIESELS in Hamersley iron & Mt. Newman,  
ROUNDHOUSE, ATERN.



**BANKCARD  
WELCOME**

MAIL ORDER WELCOME.



## NEW ZEALAND STEAM



'Ab' 688 at Ashburton, main South Island Frank line, shunting duties - April 1967

'Ja' 4-8-4 (1241) - At Ashburton, 50 miles from Christchurch, N.Z., heading north - April 1967

In foreground, ballast boxes and rail rack on left



'Ja' 1227 on freight heading out of Ashburton  
In background, Ab on shunting duties - April 1967

Photos - Len King



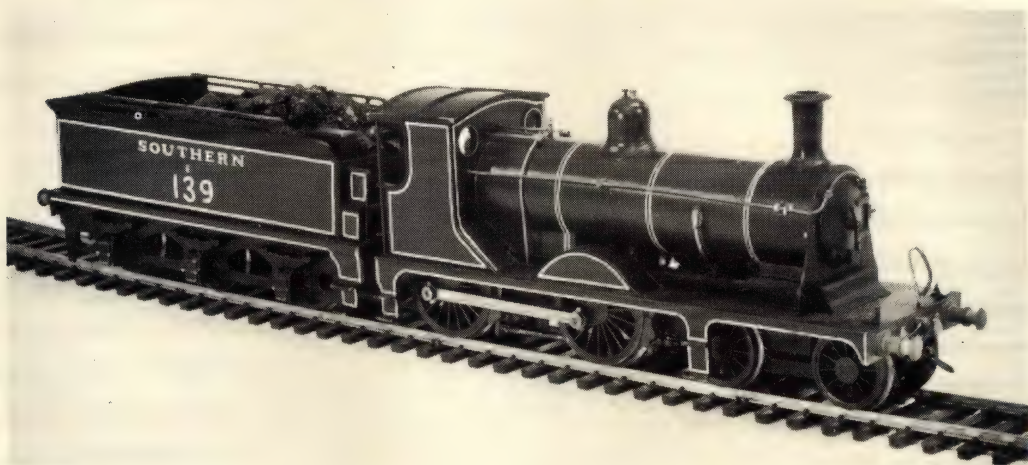
# A.M.R.A. 1978 competitions

Judge - Bill Cooper

Judging this year was quite difficult because of the very high competitive standards among entrants.

## 1. Scratch Built Locomotives Tim Dunlop Trophy

An agonising decision had to be made to place these entries in order, both being superb.

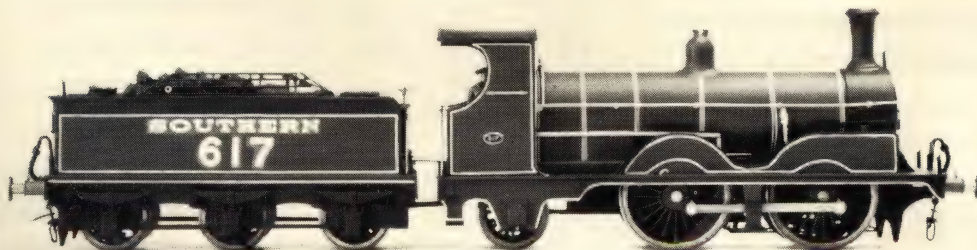


First: SR (UK) K10 loco 4-4-0, No 139 by Peter Betts

This model is absolutely excellent narrowly winning because of its finely engineered running gear. It has tender drive, which could pull the wall paper off and a compensating arrangement on

the loco.

Just as well as 4-4-0s are difficult to make ride well and if derailed this soundly built loco could be demolished by its tender.



Second: SR (UK) A12 Class 0-4-2 No 617 by Philip Knife

An extremely competent, petite, fine model of an interesting prototype.

The builder has supplied the details of its construction.



### The Prototype

This long lived class of 90 locomotives was designed by William Adams for the London and South Western Railway for mixed traffic duties. Officially known as the A12 class, they were more generally referred to as the "Jubilees", from the fact that they were introduced in 1887, the fiftieth year of Queen Victoria's reign. They were extremely successful in service and, although soon eclipsed by later and more powerful classes, remained as a class until the early 1930s. Withdrawals took place rapidly from then on, but locomotive shortage at the beginning of World War 2 gave the last survivors a lengthy reprieve. The last of the class, No 636, was finally withdrawn in 1949 after some 56 years of service.

The model represents No 716, one of the few members of the class to be rebuilt with a Drummond pattern boiler in place of the original Adams type. This locomotive is in the Maunsell lined green livery of the 1930s and depicts No 617 as she was in Southern Railway days.

### The Model

This model is built to the scale of 7 mm to 1 ft. (1:43:5), British 0 gauge, with wheels to BRMSB fine scale standards, and is the builder's first attempt at scratch building in this scale. The loco chassis is constructed from 1/16" brass strip, with frame spacers machined from brass on the Unimat and motor mounting plate filed up from 1/8" strip. The tender chassis is also from metal, using lighter section brass and nickel-silver sheet. Loco and tender chassis are of opposite polarity, the model being constructed for two rail running, with the loco/tender draw-bar providing the electrical connection. The motor is a large Suydam HO 5-pole unit, driving the rear axle through modified Romford 30:1 gears. Coupling rods are milled from solid brass on the Unimat.

The loco and tender bodies are built

from styrene sheet, principally 0.030" thickness. Rigidity of the loco body is ensured by the boiler, which is built up around a heavy gauge aluminium tube of the correct diameter. Boiler fittings are commercial castings, as are the tender axle guards and some other minor fittings, the remaining detail being built from scratch. Full cab detail is included, all scratch-built, with brake gear and lamp irons also. Commercial sprung buffers of the correct pattern are fitted, together with working screw link couplings and vacuum pipes. CCW cast iron wheels of the correct size and number of spokes are fitted to the loco and tender and a Seuthe smoke unit is fitted into the chimney. The loco body is heavily weighted, totalling 1½ lb without the tender. Dummy outside frames are provided for the trailing axle on the loco, this actually being a pony truck arrangement on the model to permit it to negotiate curves down to 3' radius.

The finish is Precision Paints of the correct colours, applied by air-brush. Lining is applied by hand and the whole model sprayed with Estapol flat finish as a protective coating. Transfers are CCW water-slide variety.

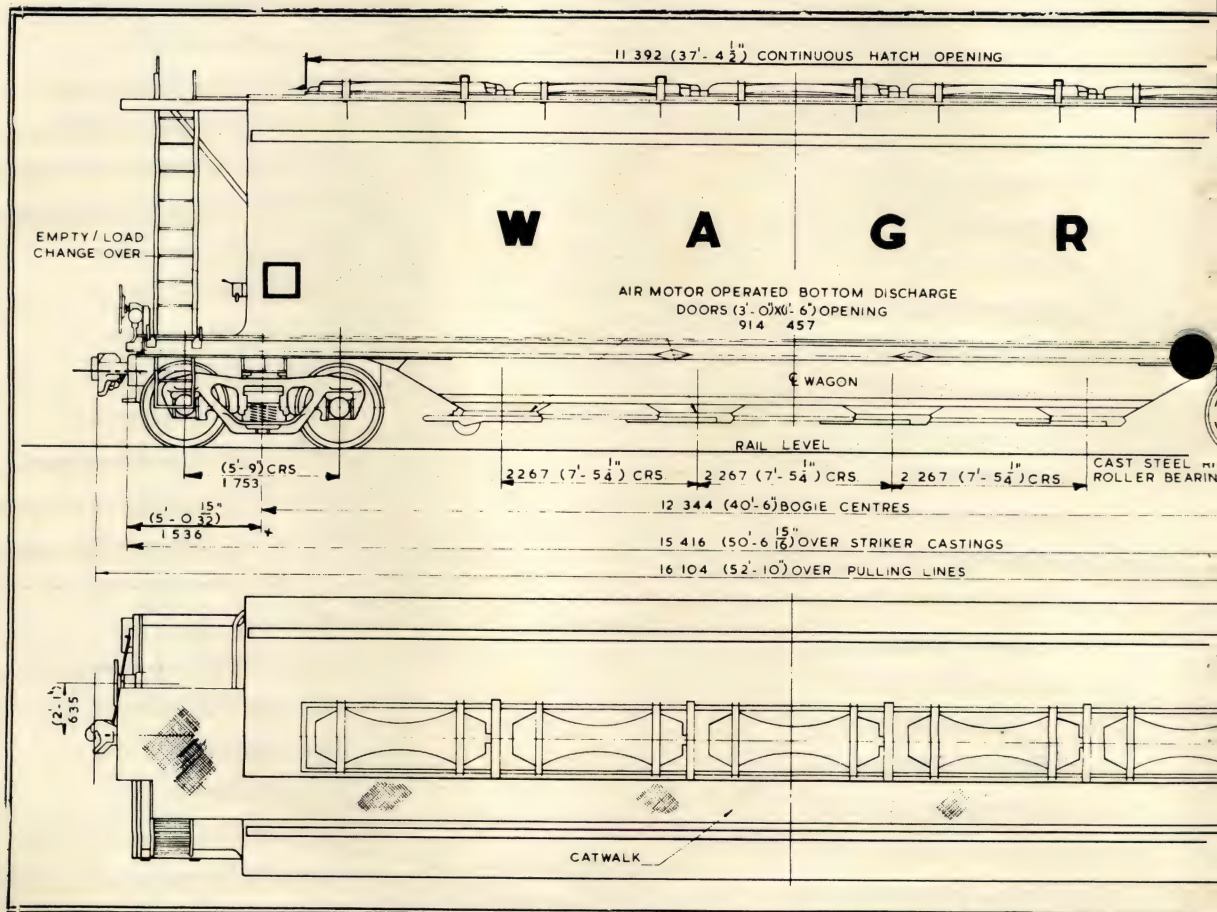
Unfortunately, as patent solvents are not available in the local area, the transfers have been applied with water only, leaving a trace of transfer film on the model. Coal in the tender is crushed real coal, made to represent part use since last coaling rather than a full load.

Performance has been measured on a test track only, but shows smooth and ready response to the controller. This model has been built to work and not just as a show-case model.

### References

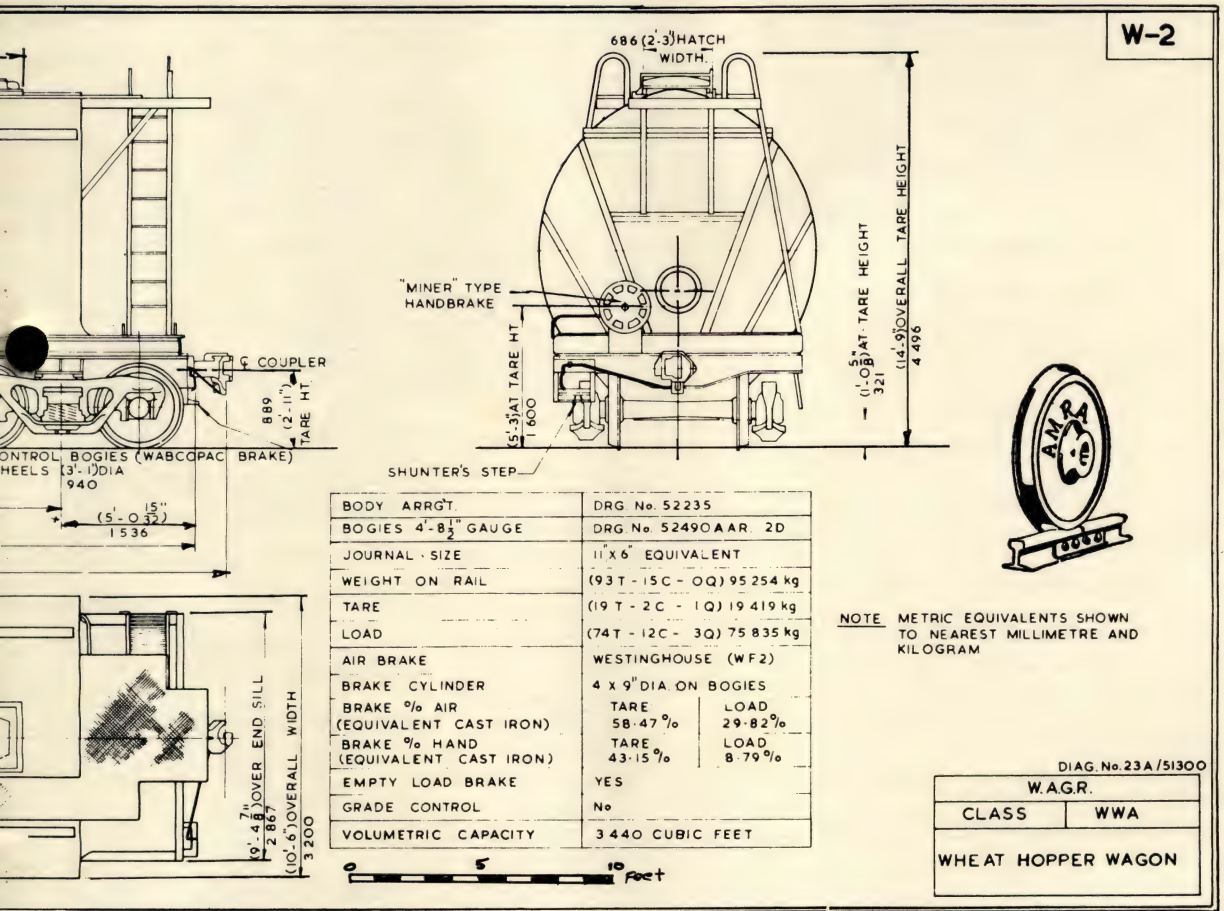
- "Locomotives of the LSWR - Part 2" - D. L. Bradley
- "London and South Western Locomotives" H. C. Casserley
- John E. Skinley, Drawing No 351





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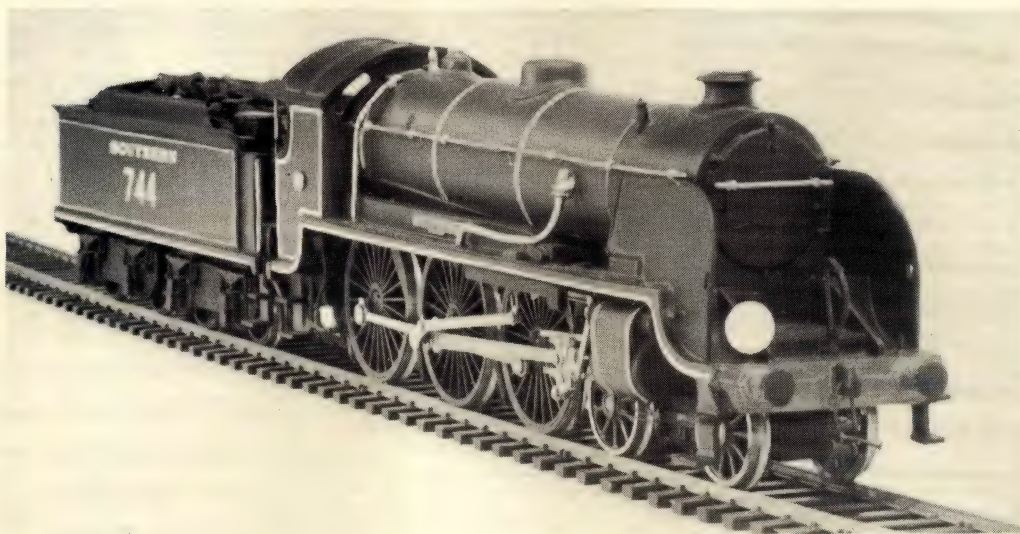




West Australian Government Railways. This permission only in the AMRA Journal and the drawings for use.



## 2. Kitbuilt Locomotives Federal Trophy



First: SR N15, Class 744 by Philip Knife

The following details supplied by the builder.

### The Prototype

The Southern Railway's "King Arthur", or N15, class locomotives were among the best known and loved in the days of steam in Great Britain. The "King Arthur's" were, in fact, in three distinct sub groups, including the original R. W. Urie, N15, Class 4-6-0 express passenger locomotives of the London and South Western Railway. These latter locos, known as the "Urie Arthurs", were introduced in 1918, totalling 20 by 1923. They formed the basis of Maunsell's own "King Arthurs" and were eventually rebuilt by him to conform more closely with the later groups. The Maunsell locos were more free steaming than their Urie predecessors, but there were few outward differences; the chief one being in cab shape and tender type. "The King Arthur" class eventually totalled 74 locos of all sub-groups.

"Maid of Astolat" was one of the original Urie engines and was completed in September, 1919. After passing

into Southern Railway ownership, she was partially rebuilt by Maunsell in 1930, remaining in service until withdrawn by British Railways in 1956. The model is in the Maunsell lined green livery of the 1930s, depicting the loco as she was in 1938.

### The Model

This model is built to 4 mm to 1 ft scale (1:76), British 00 gauge, with wheels turned to 1976 AMRA standards, and is basically a Wills body kit. However, significant changes have been made to the original kit, and the method of fitting the chassis to make a more accurate model. Further more, considerable extra detail has been added, as will be pointed out in these notes.

The Wills kit is designed around the Triang/Hornby "Brittania" chassis.

However, this chassis is completely incorrect for wheel spacing and has the wrong pattern valve gear. The Triang/Hornby B12 loco chassis block was found to be almost correct but, as the motor is mounted in a different place to the "Brittania" chassis, considerable modification was required to



the body to allow it to fit. Also, the leading bogie had to be rebuilt in both axle spacing and position relative to the leading drivers. Accordingly, the only Triang parts used were the chassis block and bogie casting.

New cylinders were made from those provided in the Airfix "schools" kit and valve gear fabricated from Eames parts. Brake gear, injectors, sand-pipes and cylinder drain cocks are fitted to the chassis, the whole unit being powered by an Airfix/MRRC 5-pole motor driving the leading axle through adapted Triang gears.

Considerable care was taken in assembling the body to ensure that all parts fitted correctly and no tell-tale line appeared along the boiler top. Scale handrail and knobs, lamp irons and cab details are fitted. The tender is built basically as the kit, but with Jackson wheels, added minor detail, sprung buffers and screw link couplings.

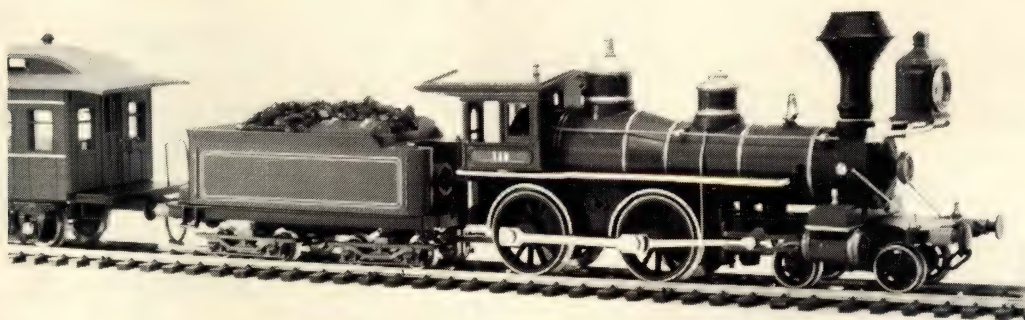
The model is air brushed with Precision Paints of the correct colours, lined by hand and lettered using Kingsprint dry transfers. Name and number plates are Kings Cross products and the model is sprayed with Estapol Flat finish.

### Summary of Components

Loco and tender bodies	Wills kit
Loco chassis	Triang/ Hornby B12
Motor	Airfix/MRCC 5-pole 12 V
Wheels - bogie driving	MGW
tender	Romford (turned to A.M.R.A. standards)
Gears	Jackson
Cylinders	Triang 20:1 Airfix "schools"
Valve gear	Eames parts (adapted)
Injectors	Kemtron (adapted)
Tender buffers	K's
Screw link couplings	Cambrian
Name and number plates	Kings Cross
Lettering	Kingsprint

### References

- "Locomotives of the LSWR - Part 2" -  
D. L. Bradley
- "London and South Western Locomotives"  
H. C. Casserley
- "The Arthurs, Nelsons and Schools of  
the Southern"  
S. C. Townroe
- "Historic Locomotive Drawings in 4 mm  
Scale" (Drawings S/L/101 and S/TE/12)  
F. J. Roche

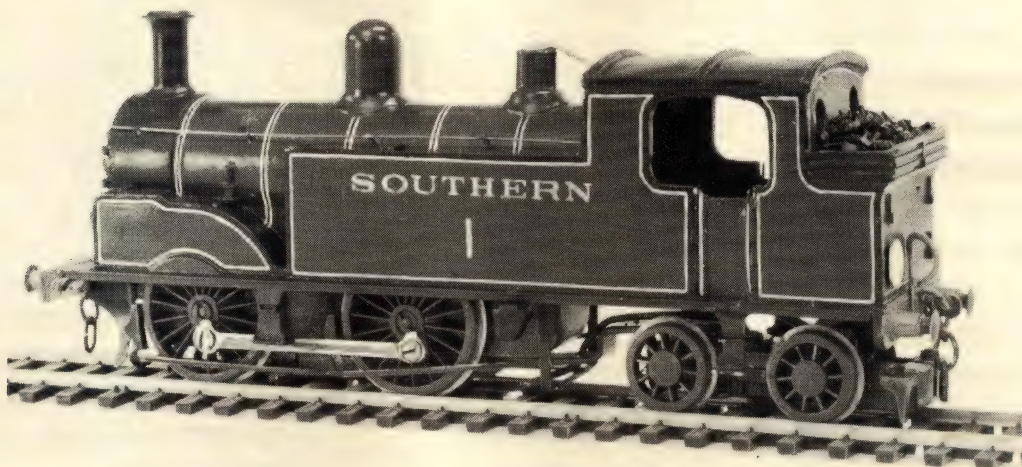


Second: NSWGR S105, Class 4-4-0 No 130 by Graham Middlemiss

This Rivarosi based modest rebuild gained second place because of the extreme neatness of finish. Changes are few, but effective. The only nit-

picking criticisms that can be made are the lack of guard irons, brake blocks and valve rods and the casting flash marks left on the head light.



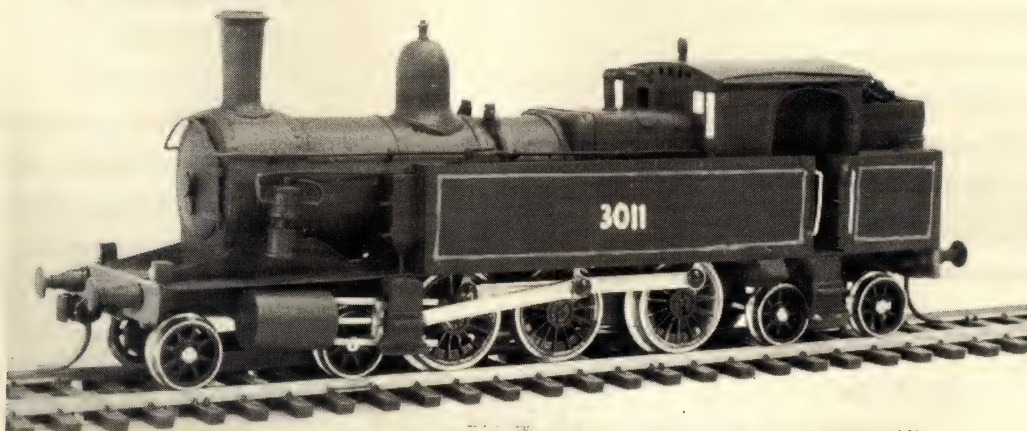


Third: SR (UK) T1, Class 0-4-4T, No 1 by Peter Betts

The loco is kit bashed from a Hornby M7. Alterations include lengthening the cab, reducing bunker length, reduc-

I was astounded to learn that this excellent model started life as a Hornby M7. Considerable fine detail has been added as per list and can be seen on the photo and the conversion has been finely engineered. Hand lining approaches perfection and the decal film completely eliminated.

ing the bogie wheel base, altering the shape of the front splashers, the making of a new dome and safety valve, replacing the cast handrails with wire ones, making a new cab roof, modifying the cab porthole windows and fitting scale wheels. Extra details, fitted brake rodding vacuum hoses, steam heating hoses, real coal, guard irons, route indicator discs and coupling hooks. The loco is spray painted, hand lined and transfer lettered.

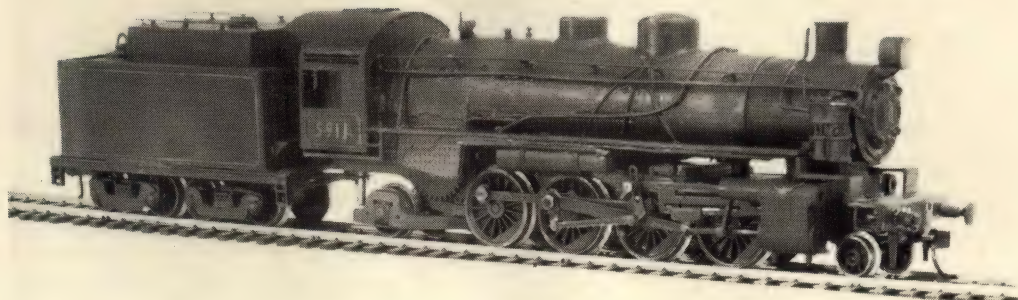


Fourth: NSWGR C30, Class 4-6-4T, No 3011 by Ken Dunkley

This is a neat result from the Eames metal sheet kit. So much more realistic than the Japanese brass model.

Perhaps the readily available Decals would have been better than hand numbering.



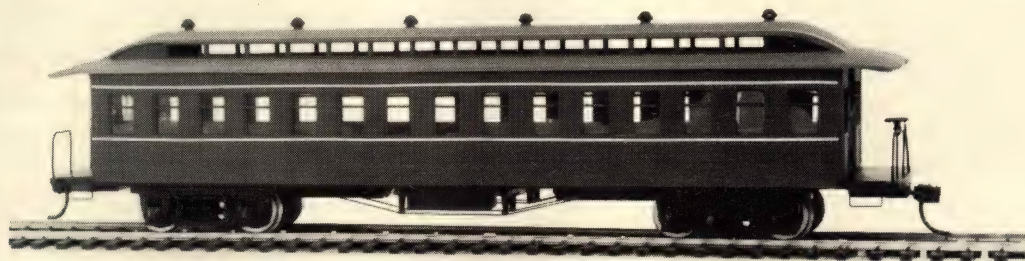


Fifth: NSWGR D59, Class 2-8-2, No 5911 by James McInerney

Based on the Lima Mikado chassis. This is a nicely detailed model which captures the appearance of the prototype very well. Painting is in the

NSWGR filth livery and it is pleasing to see the painted motion, often neglected. This modeller has great potential.

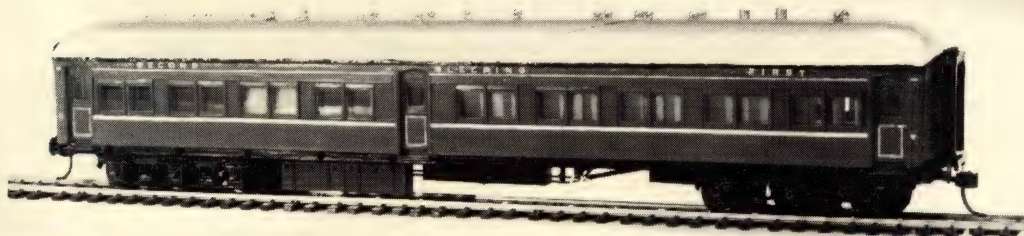
Kitbuilt Passenger Stock  
Victorian Branch Award



First: NSWGR Endloading Stock by Graham Middlemiss

Almost stock Roundhouse Pullmans, the fine finish gained this rake first place. Criticism is limited to unpainted wheel rims, painting would

disguise their excessive thickness and the lack of clerestory windows, passengers even then would have objected to water down their neck.

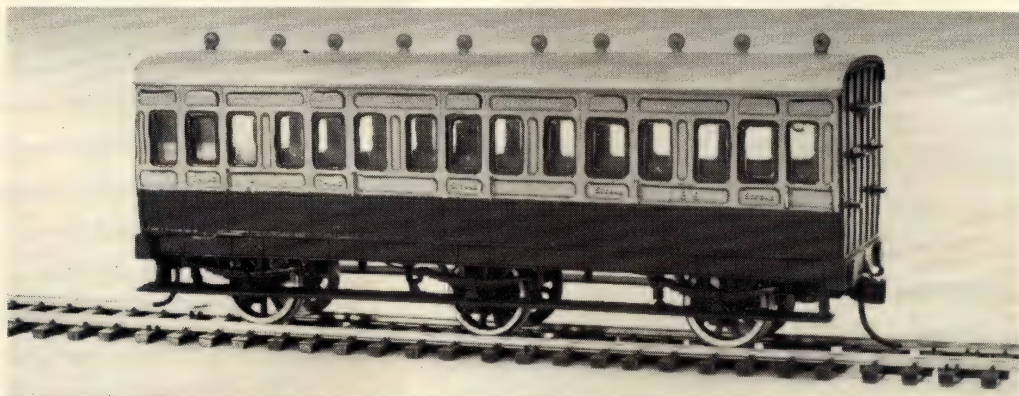


Second: NSWGR ACX Combo by Ken Dunkley



A very neat Workshop 5 kit, spoilt a little by use of lumpy gloss paint. Even a freshly painted, shiny full size car looks at least semi-matt some distance away. So gloss paints should be avoided altogether, especially as they accentuate any surface imperfec-

tions, dust, etc. These comments are not meant to belittle the builder, who has done a creditable job, but simply as a suggestion to future entrants. Look at the prototype yourself, from 50 m or so away.

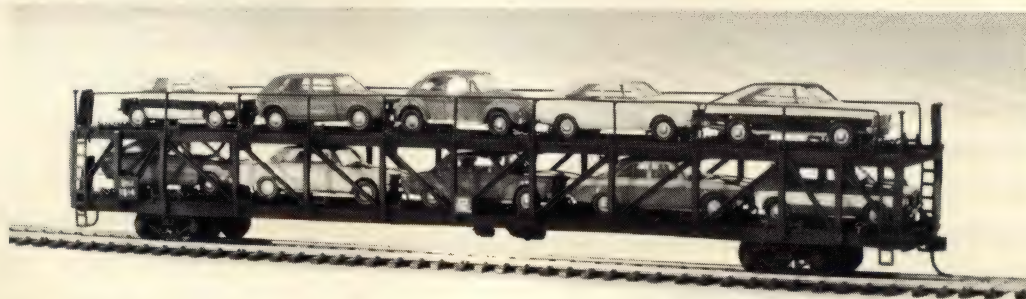


Third: LSW Six-Wheel Side Loading Coach by Peter Betts

A neat well made model, with couplers set well back to give proto-typical close couplings. This model would have

been placed higher if bulk-heads had been added to break up the cavernous interior.

Scratch Built Freight  
Keith Wilcox Cup



First: NSWGR BKX Car Transporter by Phil Larmour

This sound metal construction was impressive in this model. Ramps work and chains restrain the cars (all left

hand drive). Finer chains, railings and ladders would have put this model in the superb class.

Second: Rake of NSWGR Sv, BSV and S Trucks by James McInerney

Fine 'bars' and a calm payload of pigs and sheep are features of this rate. Lack of brake gear and lettering

on these N.S.W. weighted cars are the only criticism.



Third: NSWGR CW Car by Ken Dunkley

A very nice model, with very neat sides, including strapping. Only

improvement would be brake gear and paint on the roof.

Lineside Structures  
Candemah Cup

First: Coaling Stage by Peter Betts

Balsa model which captures the grimy atmosphere of the prototype - commendable.

Second: Signal Box by Alan Tonks

Ex Airfix, with interior details, blanked out windows, track diagram, pay book opened on the bench, levers and signalman. A nice effort.

Finally a word to future entrants - DO NOT be reluctant to enter the contests. A few regulars produce highly commendable models, which have often required many careful and pleasant hours of work. Nevertheless, much can be accomplished with subtle modification of the wide range of kits and ready to run equipment available.

It is the end result that counts. Let others know of your ingenuity and handwork.

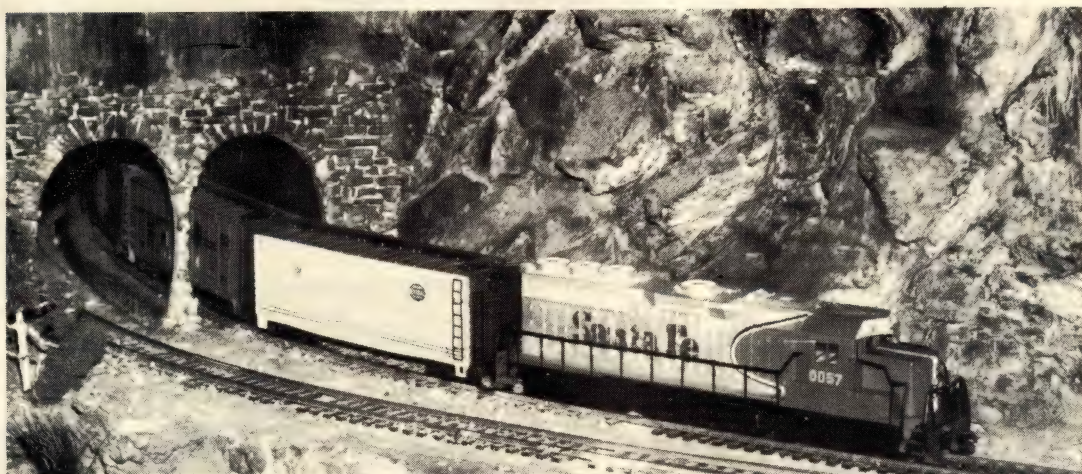
The last four items were not photographed to save Jack having to waste the best part of a second roll of film (to meet the deadline) - sorry for that fellows.

Also some information on the judge.

Bill is a top flight modeller and that covers trackwork, structures and scenery. A lot of time taken up with Tech. teaching, is a flying instructor. He is the most knowledgeable fellow I've come across on prototype railways in most parts of the world and model equipment available.

I believe he does find time, on occasions, to do some of those chores wives consider as top priority!!!

(Federal Secretary)



A very ornamental tunnel mouth straddles the "Fast Freight" headed by a Santa Fe GP 35 (by Bachman).

(A scene on the West Aust. Model Railway Club layout.) Photo G. Watson.



# A branch line in the Wimmera

By M. Clark

Reprinted from Journal No 109

Dimboola, the heart of the Wimmera grain area, is the terminal for the Yaaheet-Yanac branch line.

Twenty miles north of Dimboola is the town of Jeparit. This is my home town. Jeparit is noted as the "Birthplace" of Sir Robert Menzies. We have a very fine Pioneer Museum, with some fine pieces of hand made machinery. The museum is run by voluntary workers. Jeparit has a station staff of three. Harry Daggett, Station Master, with Jerry O'Connor and Bill Sweeny who are the station assistants. There are eight gangers, with Ted Moore as the leading ganger.



'Rail tractor - 21RT'

(Note grain chute behind tractor used for transferring grain from silos to rail wagon)



'Jeparit yard'

The Jeparit station has a yard capacity of approximately eighty-four four wheeled trucks. There is RT.21 (Rail tractor) used for shunting. The yard also has a station, goods shed, a crane (which the gangers complain about) and



'Yard crane - Jeparit'



four silos. There is a shed at the north end of the station where two of the three inspection trolleys are kept. Also at the north end of the station is a demolished goat ramp. My friend has dug up many interesting things, such as a section of a piston rod and a couple of brake shoes.

Grain has been bagged lately for transporting to Egypt because there are no silos in the Egyptian ports.

Grain is transported in "GY's" and "GJX(F)'s", with the occasional "I's", "IA's" and "RY's". The only locomo-

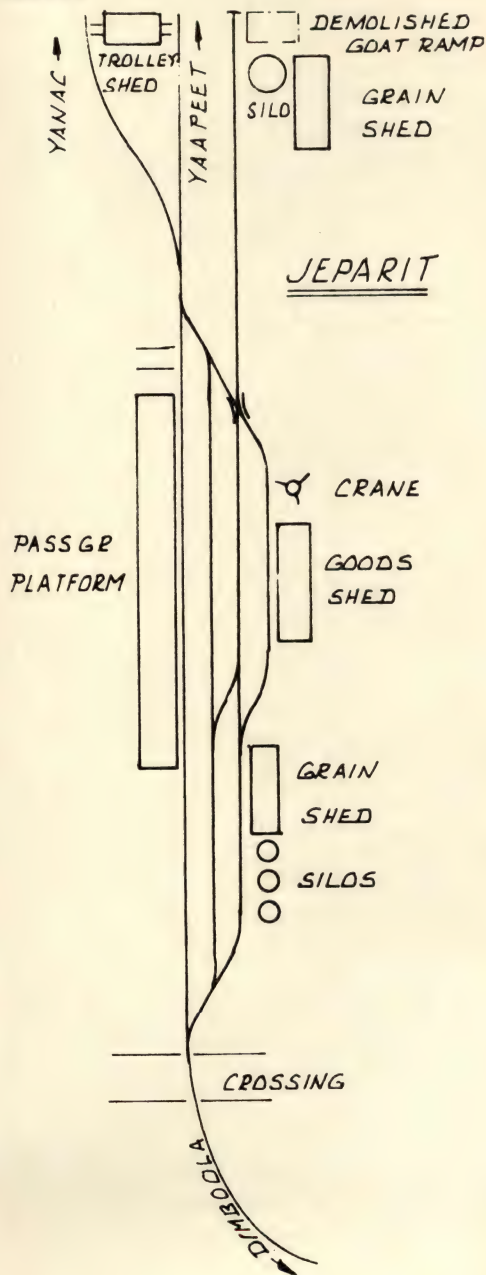
tives used on this line are "Y" class diesels, although if a large load has to be hauled they usually have a "T" class diesel electric. Before dieselization 2-8-0 tender loco's were used. These class loco's were "J" and "K" classes.



'Jeparit station - long galvanised iron "structure" is used to store grain once silos are filled. Such structures are utilitarian as they are only used to temporarily store "overflow" harvests'



'Y116 leaving Jeparit'  
(Note scenic detail in foreground)





Jeparit terminates with Yaapeet line, which ends approximately 33 miles from Jeparit in the Mallee, and Yanac which



'Y116 crossing the Wimmera River, heading for Jeparit'

ends approximately 42 miles from Jeparit in the "Sunset Country".

Trains run on Mondays, Wednesdays and Thursdays with mail. The trains usually arrive at Jeparit from Dimboola between 5.00 am and 5.30 am. It takes the train approximately 5 - 6 hours to travel from Jeparit to Yaapeet (and Yanac) and back. The reason is that the speed limit between Jeparit and Rainbow is 20 mph, and from Rainbow to Yaapeet is 15 mph, as the weight of the track is only 60 lb to the yard (and some is even lighter).

There is future plans of the Jeparit-Yaapeet line being relayed for 40 mph goods.



Victorian Railways DRC 41 at Bank Box Loop.

Photo by Bob Edwards.



# PROJECT 77

Article 2 "The St James" Series of Projects

By Eric G. Watson.

## Re-Read Article 1

A kit placed on the base board with some landscaping generates no future interesting hobby activity (this is the central point of all Project 77-07 articles). Put a suitable nameplate on it and vast range of scenic ideas open up for development. It should also be noted the same applies if we make use of Clubs and Societies.

Thus "The St James Times" as a newspaper sponsors all sorts of events, displays and shows. These are held in the St. Gordon City Park.

### Method of Construction

(see next article for further data)

Built on a piece of masonite cut to fit the area. Paths and lawns may be painted or glued on. Landscaping on small laminex bases. Stands (as described or to your own design) removable.

Stands used for this article, 1" strips of balsa with 1½" high strips glued upright. Length as suits. If to be photographed, check length in lens to be used. Landscaping rearranged to suit. Photograph - check as above.

### The St James Times Art Show

Exhibits - Stamps in sets or categories. Cheap but attractive and eye catching stamps can be used. Some very useful ones are 5 for 20 cents in chain stores. Keep one type to each stand - ships, trains, cars, butterflies, etc. - see below also.

### Photographic

35 mm (or possibly 126) contact prints - black and white or colour. These may be a bit small but 2" x 1½" enlargements (??) can be made - look out a negative, suitable for a 12"x10" print to finish with, it will make you feel better!!

Small drawings and posters could be

drawn if you can manage them. Or use suitable prints from magazines (second hand photographic for example, or even obtain some leaflets) which can be cut out and a border ruled around them. More ideas on this are to follow, but you can write up a few if you have any. Each exhibit can be worked up into a show in it's own right. Example, the stamp exhibit as a Philatelic Society Show. The photographs at the St Erics Camera Club Exhibition. The Military Stamps used as a Military Stamp Collection for the War Museum photographic backgrounds. For these I use a frame with canvas stretched on it, fixed to the base board. This would generally not be needed - it hides, in particular, a window and curtains that would spoil photos. Fallar and Peco background sheets cut and fitted to individual sheets of masonite provide a varied range of backgrounds that slip between screen (or wall) and scenery.

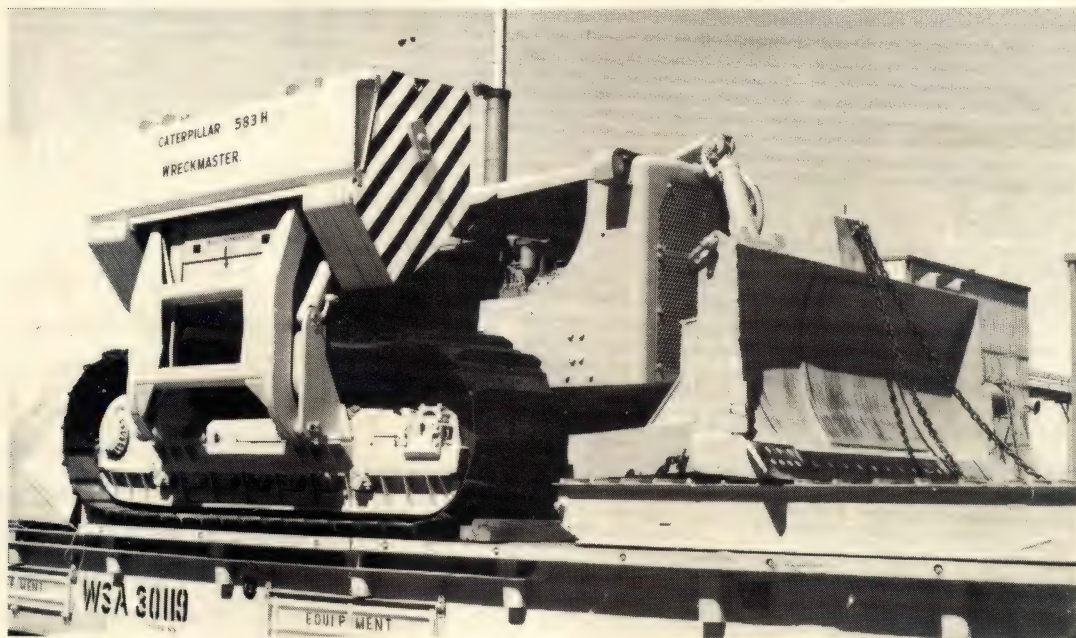
I've just given birth to an idea that could provide a useful range of background. However a later article will be required to show its use - an idea I've been hunting for a few weeks. In the meantime keep after carefully trimming, any prints or kit boxes. Readers are requested not to use the Museum idea. In the next article I will describe how the St Heljan National Park was built and briefly describe some of the ideas used.

The following article will describe the War Museum which requires special treatment to show the exhibits off.

That will be enough.

Keep the articles too, for they, with other Model Railway Activities will do you for years. The idea is to generate future interesting hobby activity not to do it all in one go!!





Two views of the W.A.G.R. Wreckmaster W.S.A., plan of which appeared in Jan/Feb 1978 issue of Journal'

#### LOST MEMBERS

The following Jan/Feb Journals have been returned marked 'not at this address'.

R Blackley, 17 Bridge Street,  
NORTHCOTE Vic. 3070

C E Bowley, 91 Hinkler Road,  
GLEN WAVERLEY Vic. 3150

E N Hill 5 Park Avenue,  
YOUNG N.S.W. 2594

E A Murray, 4/323 Donovan Street,  
ALBURY N.S.W. 2610

G J Ryan, 1461 High Street,  
GLEN IRIS Vic. 3146

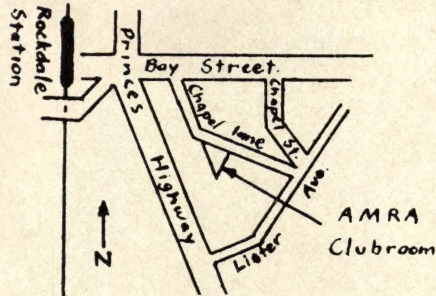
If anyone knows their correct address, please contact the Federal Registrar.



# BRANCH NOTES

## NEW SOUTH WALES.

## BRANCH NOTES



The Branch A.G.M. was held on Saturday, 4th February, and the following were elected to the Committee of Management:

President	Denis Meredith
Vice President	Frank Potts
Secretary	Tom Parkes
Treasurer	John Skilton
Branch Reporter	Jack Parker
Librarian	Graham Middlemiss
Committee	George Bray
	John Dunn
	Graham Larmour
	Phillip Larmour
	Norm Read
	Norm Thomas
	Bob Wardrop

Phil Kelly will be our auctioneer.

The Committee is basically the same as last year, but there have been one or two changes. We welcome Graham Middlemiss as Librarian, Bob Wardrop and Phillip Larmour as committeemen, Graham is already busy checking the magazines against the inventory, Bob has rejuvenated the modelling clinics in no uncertain way, and Phillip's modelling has won so many prizes we know he is going to be a tremendous asset.

The committee is slightly larger than last year's, but there is a lot of work to do. In addition to the October exhibition, we show the flag at Chats-

wood every year, and we are involved in the Rockdale Arts & Crafts Exhibition.

The building needs a lot of work yet before it will be finished, and there are five layouts (one N gauge, three HO, and the O gauge) to be maintained and extended. Then there's the meetings to be organised, film nights, modelling clinics, lectures, demonstrations, auctions, layout operation, etc, etc. Yes, in spite of our large committee, there is going to be plenty of work for everybody.

A party of A.M.R.A. members and intending exhibitors examined the WESCO building at the Sydney Showgrounds in mid February. This building is a very strong possibility as a venue for our October exhibition. It has a clean, modern, well lighted 12,000 square foot hall, and should be a dream after the archaic Lower Town Hall.

### Future Meetings

#### April

8th	Auction	Goods in by 2 p.m.
14th	Slide night, showing features on buildings for model structures - D. Meredith	
22nd	Scenery demonstration	- J. Dunn
23rd to 30th	A.M.R.A. exhibit, Rockdale Arts and Crafts	
28th	Layout operation	(NOTE CHANGE OF DATES)

#### May

6th	Family night	(refer Newsheet)
12th	Three Short Talks	
	D. Meredith	- research into railways for model operation.
	G. Larmour	- diecasting techniques.
	J. Parker	- model railway photography - <u>bring your camera</u> .
20th	Mr. Bill Clewley, Daystar Pty. Ltd.	- talk on silicon rubber and fibre glass techniques.



26th Layout operation Australian prototype only.

### June

3rd Modelling Clinic - Victor Hogan (see Newsletter) followed by layout operation.

9th Slide Competition: Categories - Prototype, Model and Non-railway. Prizes to be won.

17th Modelling Clinic - Victor Hogan Followed by layout operation.

23rd Possible visit to Central Traffic Control - WATCH NOTICE BOARD.

Meetings, unless specified, start at -  
Fridays - 7.30 to 11.00 p.m.  
Saturdays - 2.00 to 5.30 p.m.

Wednesday nights, other than Committee meetings, are work nights.

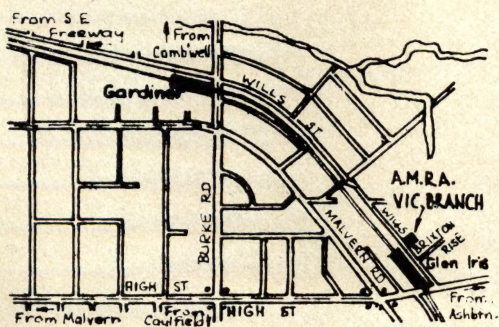
Watch the Notice Board or contact Committeemen regarding model nights and film/slide nights.

Please keep this program handy for future reference.

J Parker  
Branch Reporter

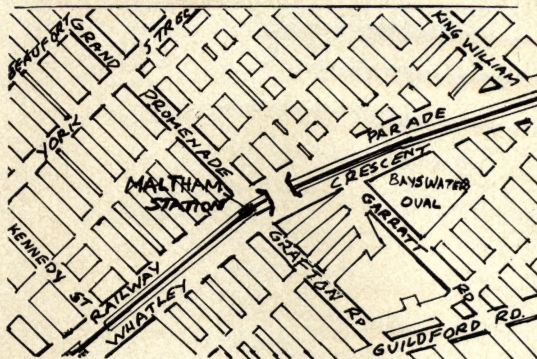
### VICTORIAN

### BRANCH NOTES



General meetings are held on the second Thursday each month commencing at 8 p.m. at the clubrooms, 92 Wills Street, Glen Iris. The clubrooms are open from 7.30 p.m. on these nights for operation of your H.O. or N gauge trains on the club layouts. Working Bees with some operation on the layout are held each Wednesday night with the exception of the Wednesday night before the general meeting.

### WESTERN AUSTRALIAN BRANCH NOTES



The Branch meets at Meltham Station, on the first Monday of each month, at 8.00 p.m., and at other times as indicated on your program in the "Branch Line". Visitors and prospective members of A.M.R.A. are always welcome at any of our meetings. For further information, contact the Secretary, Mr Craig Hartmann, P.O. Box 60, Maylands.

### THE 1978 MODEL RAILWAY EXHIBITION

On behalf of the Exhibition Committee, I am happy to announce that the 1978 Model Railway Exhibition will be held at the Subiaco City Hall over the long weekend of 7th, 8th and 9th October, which is just five months away.

Preliminary planning is well under way, and further details will be in the next Branch Line, but for the Exhibition to be a success we will need your participation, so please start planning NOW to have time to spend at the Exhibition during that weekend.

We are looking for private layouts to be entered, so if you think you have a suitable layout, either built or under construction, please let the Committee know.

Don't forget the Club layout is now under construction, and it is hoped to have it finished for the Exhibition, so your help is needed.

If you were at last year's Exhibition and have any suggestions you think



may improve our Exhibition, please let a committee member know.

#### PROGRAMME

##### MAY

Mon 1st Annual General Meeting  
 Sat 6th General Club Activities  
           (see note 1)  
 Wed 10th General Club Activities  
 Mon 15th General Club Activities  
 Sat 20th General Club Activities  
 Wed 24th Layout visit, the Leigh Valley  
           Road (see note 2)  
 Mon 28th General Club Activities

##### JUNE

Mon 5th The retailers side of the  
           counter, with Jack Stanbridge  
           (see note 3)  
 Sat 10th General Club Activities  
 Wed 14th Paddy's Market (see note 4)  
 Mon 19th Clinic - tree making  
           (see note 5)  
 Sat 24th General Club Activities  
 Wed 28th General Club Activities

##### JULY

Mon 3rd Signalling, with Keith Feath-  
           erstone (see note 6)  
 Sat 8th General Club Activities  
 Wed 12th Clinic - colour light signal  
           construction (see note 7)  
 Mon 17th Complete signals  
 Sat 22nd General Club Activities  
 Wed 26th General Club Activities  
 Mon 31st General Club Activities

The times of meetings are as follows:

Monday and Wednesday 8.00 p.m.

Saturday 2.00 p.m.

The rooms will be open at least 15 minutes prior to the starting time.

#### PROGRAMME NOTES

##### Note 1

On these meetings, the Library will be available and the sales cupboard will be open, and of course there will be other modellers to talk to. These meetings will also be used to repair the 'N' gauge layout and to work on the new HO/00 layout.

##### Note 2

Any members who wish to visit Maurie Hotchin's truly excellent 'Leigh Valley R.R.' are asked to meet at the clubroom by 8.00 p.m., when we will travel as a group in a few cars to Maurie's home.

This layout visit is an opportunity which should not be missed.

##### Note 3

Western Australia's best known Hobby Retailer will speak on the hobby from his side of the counter - the problems, the future, new trends, new products.

##### Note 4

Paddy's Market - bring along your unwanted surplus model railway equipment, put a price on it, display it, and sell it. 10% commission on all sales will go towards the Branch funds. All items for sale MUST be registered with the Treasurer before being displayed.

##### Note 5

Tree making - we require these for the Branch layouts. Please bring the following if possible - electrical earth wire, pliers, side cutters and contact cement. A chance for new members to learn how to make realistic trees.

##### Note 6

Keith will outline signalling and safe working procedures on the prototype. Essential knowledge for all modellers.

##### Note 7

A group project. Learn to construct colour light signals which will be used on the new HO/00 layout. Members are asked to bring small files, razor saw and soldering iron. All materials will be provided.

#### **NOTICE**

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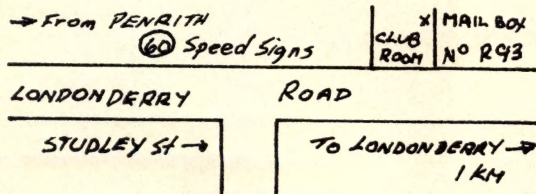
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# News from other clubs

## NEPEAN SUB-BRANCH NOTES



Club meetings are held every second and fourth Saturday of each month.

At the moment the Sub-Branch is negotiating with Penrith Library and Penrith Council for the showing of various films from the National Library, Canberra, and in the near future we are going to hold clinics on a SIMPLE TRANSISTORISED CONTROLLER which will be constructed at the clinics by the members themselves. A lecture will be held before starting construction to iron out any problems the members might come across. Prices of these controllers

will be \$25.50, complete with transformer, and \$10.50 without the transformer.

Upgrading and extensions on our HO Gauge layout are now in progress, and the N Gauge layout is being upgraded to suit exhibition standards.

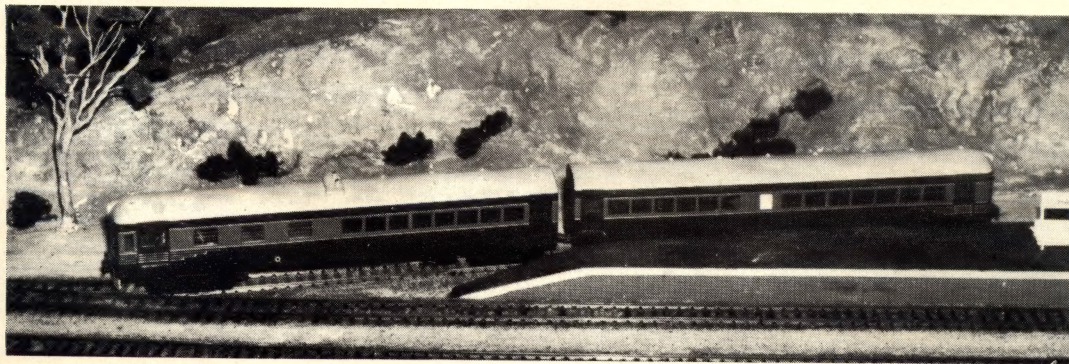
Our annual exhibition will be held on the 3rd, 4th, and 5th June at the Warrimoo Citizens Hall, Warrimoo.

All positive dates and places will be given to the A.M.R.A. Journal, and to Branches as soon as they become available.

At our Annual General Meeting, the new Committee elected is as follows:

President	K. Wilcox
Vice President	M. Guest
Secretary/Treasurer	E. Toohey
Committee Members	C. Steele
	K. Vins

E. Toohey  
Sub-Branch Secretary



With its passengers aboard, the railmotor slowly leaves its dock to enter the mainline.

(A scene on the West Aust. Model Railway Club layout.) Photo G. Watson.